

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report
08
Bath County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
				From	West Virginia State Line											
39	4.59	280	F	94%	1%	2%	1%	3%	0%	F	0.106	F	0.576	290	F	2003
				To	W 08-600											
39	9.94	410	F	94%	1%	2%	1%	3%	0%	F	0.089	F	0.512	420	F	2003
				To	08-687 West of Warm Springs											
39	2.97	1200	F	94%	1%	2%	1%	3%	0%	C	0.113	F	0.517	1200	F	2003
				To	US 220 Warm Springs											
39 220	0.19	2200	F	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2300	F	2003
				To	US 220 North of Warm Springs											
				From	US 220 N of Warm Springs											
39	4.38	1400	F	92%	1%	4%	1%	2%	0%	F	0.089	F	0.557	1400	F	2003
				To	08-630											
39	8.67	1600	F	92%	1%	4%	1%	2%	0%	F	0.081	F	0.544	1600	F	2003
				To	SR 42 Millboro Springs											
39	5.73	1500	F	92%	1%	4%	1%	2%	0%	F	0.088	F	0.563	1600	F	2003
				To	Rockbridge County Line											
				From	Allegheny County Line											
42	6.03	690	F	92%	0%	2%	3%	3%	0%	C	0.097	F	0.6	710	F	2003
				To	08-632											
42	5.54	760	F	92%	0%	2%	3%	3%	0%	F	0.095	F	0.56	780	F	2003
				To	SR 39 Millboro Springs											
				From	SR 39											
42 39	5.73	1500	F	92%	1%	4%	1%	2%	0%	F	0.088	F	0.563	1600	F	2003
				To	Rockbridge County Line											
				From	Allegheny County Line											
220	7.49	2400	F	94%	1%	1%	1%	3%	0%	C	0.101	F	0.581	2500	F	2003
				To	08-658 Hot Springs											
220	5.43	4500	F	94%	1%	1%	1%	3%	0%	F	0.093	F	0.631	4700	F	2003
				To	SR 39 Warm Springs											
220	0.19	2200	F	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2300	F	2003
				To	SR 39 North of Warm Springs											
220	4.17	1000	F	91%	1%	2%	2%	5%	0%	C	0.093	F	0.623	1100	F	2003
				To	08-614											
220	5.56	610	F	91%	1%	2%	2%	5%	0%	F	0.089	F	0.536	630	F	2003
				To	08-623											
220	4.11	520	F	91%	1%	2%	2%	5%	0%	F	0.091	F	0.688	530	F	2003
				To	Highland County Line											
				From	08-603											
600	7.50	90	R								NA			NA		03/24/2003
				To	SR 39 SOUTH											
				From	SR 39 NORTH											
600	14.48	370	F	94%	1%	2%	1%	2%	0%	C	0.174	F	0.932	390	F	2003
				To	Highland County Line											
				From	SR 39											
601	3.29	60	R								NA			NA		03/23/2000
				To	3.29 MN SR 39											
601	2.31	40	R								NA			NA		03/24/2003
				To	Dead End											
				From	SR 42 SOUTH											
602	0.51	30	R								NA			NA		03/17/2003
				To	SR 42 NORTH											
				From	08-600											
603	3.57	40	R								NA			NA		03/27/2000
				To	3.57 MN 08-600											

Virginia Department of Transportation
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2003
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Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
From: 603	3.91	70	R			3.57 MN 08-600					NA			NA		03/27/2003
To: 603						7.48 MN 08-600					NA			NA		03/27/2000
From: 603	0.07	60	R			08-607					NA			NA		03/27/2003
To: 603	0.40	100	R			08-687					NA			NA		03/27/2003
From: 605	1.60	20	R			Alleghany County Line					NA			NA		03/27/2003
To: 605	0.80	80	R			1.60 MN OF CL					NA			NA		03/27/2003
From: 605						08-687					NA			NA		03/27/2003
From: 606	1.40	440	R			Alleghany County Line					NA			NA		03/23/2000
To: 606						US 220					NA			NA		03/23/2000
From: 607	0.30	20	R			08-687					NA			NA		03/27/2000
To: 607	3.70	40	R			0.30 MN 08-687					NA			NA		03/24/2003
From: 607						08-603					NA			NA		03/24/2003
From: 608	0.40	100	R			Dead End					NA			NA		03/27/2003
To: 608						US 220					NA			NA		03/27/2003
From: 609	2.68	180	R			SR 39					NA			NA		03/06/2000
To: 609	3.70	70	R			08-624					NA			NA		03/17/2003
From: 609						3.70 MN 08-624					NA			NA		03/17/2003
To: 609	3.90	80	R			08-670					NA			NA		03/17/2003
From: 609	0.80	120	R			08-614					NA			NA		03/06/2000
To: 609	2.60	100	F	90%	0%	6%	3%	0%	0%	C	0.101	F	0.7	100	F	2003
From: 609						Highland County Line					NA			NA		03/06/2000
From: 610	0.11	40	R			Dead End					NA			NA		03/27/2003
To: 610						08-650					NA			NA		03/27/2003
From: 611	1.11	1400	R			US 220					NA			NA		04/03/2003
To: 611						Dead End					NA			NA		04/03/2003
From: 612	0.08	360	R			US 220					NA			NA		03/23/2000
To: 612	0.85	300	R			08-613					NA			NA		03/27/2003
From: 612						Dead End					NA			NA		03/27/2003
From: 613	0.55	280	R			08-612					NA			NA		03/23/2000
To: 613						US 220					NA			NA		03/23/2000
From: 614	9.30	220	F	94%	2%	1%	3%	0%	0%	C	0.101	F	0.84	220	F	2003
To: 614	0.35	130	R			08-609					NA			NA		03/06/2000
From: 614						08-672					NA			NA		03/06/2000

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2003
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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
614	3.75	90	R	From:	08-672						NA			NA		03/06/2000
614	0.80	70	R	To:	08-657						NA			NA		03/17/2003
614	0.53	70	R	From:	08-678 NORTH						NA			NA		03/17/2003
614				To:	08-678 SOUTH											
614				From:	Highland County Line											
614				To:												
615	1.42	1100	F	From:	08-687					F	0.093	F	0.646	1200	F	2003
615	0.67	1300	F	To:	08-644 WEST					F	0.098	F	0.61	1400	F	2003
615	0.79	1700	F	From:	08-617					C	0.092	F	0.584	1800	F	2003
615				To:	US 220											
616	0.20	270	R	From:	08-615						NA			NA		03/27/2003
616				To:	08-650											
617	0.35	240	R	From:	08-615						NA			NA		03/23/2000
617				To:	Dead End											
618	3.00	50	R	From:	08-687						NA			NA		03/27/2003
618	0.60	70	R	To:	3.00 ME 08-687						NA			NA		03/16/2000
618	0.70	90	R	From:	08-646						NA			NA		03/16/2000
618				To:	US 220											
619	0.20	1300	F	From:	08-645					C	0.084	F	0.533	1400	F	2003
619				To:	US 220 SOUTH											
619	0.35	310	R	From:	US 220 NORTH						NA			NA		03/13/2000
619				To:	Dead End											
620	1.35	20	R	From:	SR 39 WEST						NA			NA		03/24/2003
620	0.20	150	R	To:	08-675						NA			NA		03/16/2000
620				From:												
620				To:	SR 39 EAST											
621	2.93	310	R	From:	SR 39						NA			NA		03/24/2003
621				To:	US 220											
622	0.90	40	R	From:	Dead End						NA			NA		03/13/2000
622				To:	US 220											
623	1.70	120	R	From:	Dead End						NA			NA		03/27/2003
623	0.27	120	R	To:	1.70 MN Dead End						NA			NA		03/27/2003
623				From:												
623				To:	US 220											
624	5.50	60	R	From:	08-609						NA			NA		03/17/2003
624				To:	08-625											
625	7.60	150	R	From:	08-629						NA			NA		03/09/2000
625				To:	08-678											

Virginia Department of Transportation
Mobility Management Division
2003
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Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
626	0.40	30	R	From:	08-629					NA			NA		03/17/2003	
				To:	Dead End											
627	5.10	40	R	From:	08-629					NA			NA		03/17/2003	
				To:	08-678											
628	0.50	40	R	From:	Dead End					NA			NA		03/17/2003	
				To:	0.50 MN Dead End											
628	0.30	40	R	From:						NA			NA		03/17/2003	
				To:	08-614											
629	2.94	410	F	From:	Alleghany County Line					C	0.093	F	0.561	430	F	2003
				To:	Douthat St Pk Bndy											
629	11.19	140	F	From:	99%	0%	0%	0%	0%	F	0.115	F	0.647	140	F	2003
				To:												
629	1.29	260	F	From:	99%	0%	0%	0%	0%	F	0.109	F	0.54	270	F	2003
				To:	SR 39 EAST											
					SR 39 WEST											
629	0.57	310	F	From:	94%	3%	2%	1%	0%	F	0.091	F	0.625	320	F	2003
				To:	08-625											
629	5.73	60	F	From:	94%	3%	2%	1%	0%	C	0.147	F	0.7	60	F	2003
				To:	08-678 SOUTH											
					08-678 NORTH											
629	5.58	120	F	From:	94%	3%	2%	1%	0%	F	0.092	F	0.652	120	F	2003
				To:	08-640											
					Augusta County Line											
630	1.35	40	R	From:	SR 39 WEST					NA			NA		03/17/2003	
				To:	SR 39 EAST											
631	0.30	6	R	From:	Dead End					NA			NA		03/24/2003	
				To:	08-652											
631	0.40	70	R	From:						NA			NA		03/06/2000	
				To:	SR 42											
632	0.55	20	R	From:	Dead End					NA			NA		03/17/2003	
				To:	SR 42											
633	2.50	30	R	From:	Rockbridge County Line					NA			NA		03/17/2003	
				To:	2.50 MN OF CL											
633	1.82	210	R	From:						NA			NA		03/17/2003	
				To:	08-665											
633	0.79	680	R	From:						NA			NA		03/17/2003	
				To:	08-635											
633	2.20	230	R	From:						NA			NA		03/23/2000	
				To:	SR 42 Gap Terminus											
					SR 39 Gap Terminus											
633	4.30	190	R	From:						NA			NA		03/06/2000	
				To:	4.30 MN SR 39											
633	3.70	70	R	From:						NA			NA		03/06/2000	
				To:	08-629											
634	0.65	60	R	From:	Dead End					NA			NA		03/24/2003	
				To:	08-633											

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
635	1.68	1100	F	From:	08-633				C	0.121	F	0.507	1100	F	2003	
				To:												
635	3.84	120	R	From:	SR 39					NA			NA		03/13/2003	
				To:												
635	1.26	60	R	From:	3.84 MN SR 39					NA			NA		03/13/2003	
				To:												
636	0.20	60	R	From:	08-633					NA			NA		03/02/2000	
				To:												
636	0.40	50	R	From:	08-635 SOUTH					NA			NA		03/17/2003	
				To:	08-635 NORTH											
637	0.45	100	R	From:	08-637					NA			NA		03/17/2003	
				To:												
637	0.45	50	R	From:	08-665					NA			NA		03/17/2003	
				To:												
637	0.35	30	R	From:	08-691					NA			NA		03/02/2000	
				To:												
637	0.35	30	R	From:	08-636					NA			NA		03/24/2003	
				To:	Dead End											
638	0.70	80	R	From:	08-633					NA			NA		03/24/2003	
				To:	08-635											
639	0.60	20	R	From:	08-635					NA			NA		03/13/2003	
				To:	Dead End											
640	0.91	220	R	From:	SR 39; SR 42					NA			NA		03/13/2003	
				To:												
640	2.50	160	R	From:	08-654					NA			NA		03/06/2000	
				To:												
640	3.40	80	R	From:	08-635					NA			NA		03/13/2003	
				To:												
640	2.60	50	R	From:	3.40 MN 08-635					NA			NA		06/26/2003	
				To:	08-629											
641	1.40	30	R	From:	08-629					NA			NA		03/13/2003	
				To:	Dead End											
642	0.25	180	R	From:	Dead End					NA			NA		03/23/2000	
				To:	US 220											
643	0.45	30	R	From:	Dead End					NA			NA		03/17/2003	
				To:	SR 39											
644	0.10	10	R	From:	08-615					NA			NA		03/23/2000	
				To:	08-674											
645	0.05	50	R	From:	Dead End					NA			NA		03/13/2000	
				To:												
645	0.20	1100	F	From:	08-619				C	0.081	F	0.696	1100	F	2003	
				To:	08-692											
646	0.30	160	R	From:	SR 220					NA			NA		03/27/2003	
				To:	08-618											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
647	0.27	70	R	From:	Dead End					NA			NA		03/16/2000	
				To:	08-681											
647	0.30	190	R	From:						NA			NA		03/16/2000	
				To:	US 220											
648	0.44	300	R	From:	Dead End					NA			NA		03/27/2003	
				To:	US 220											
649	0.40	110	R	From:	08-648					NA			NA		03/23/2000	
				To:	08-656											
649	0.70	90	R	From:						NA			NA		03/24/2003	
				To:	US 220											
650	0.10	40	R	From:	Dead End					NA			NA		03/23/2000	
				To:	08-616											
650	0.05	160	R	From:						NA			NA		03/27/2003	
				To:	08-610											
650	0.21	70	R	From:						NA			NA		03/23/2000	
				To:	Dead End											
651	0.15	60	R	From:	Dead End					NA			NA		03/27/2003	
				To:	US 220											
652	0.72	49	R	From:	Dead End					NA			NA		03/24/2003	
				To:	08-631											
653	0.12	60	R	From:	US 220					NA			NA		03/16/2000	
				To:	Dead End											
654	0.74	40	R	From:	08-640					NA			NA		03/17/2003	
				To:	Dead End											
655	0.31	5	R	From:	Dead End					NA			NA		03/17/2003	
				To:	0.31 ME Dead End											
655	0.34	20	R	From:						NA			NA		03/17/2003	
				To:	SR 42											
656	0.05	70	R	From:	Dead End					NA			NA		03/27/2003	
				To:	08-649											
656	0.30	100	R	From:						NA			NA		03/16/2000	
				To:	US 220											
657	0.50	30	R	From:	Dead End					NA			NA		03/17/2003	
				To:	08-614											
658	0.18	1700	R	From:	Dead End					NA			NA		03/27/2003	
				To:	US 220											
659	0.08	270	R	From:	Dead End					NA			NA		03/23/2000	
				To:	08-658											
660	0.24	130	R	From:	US 220					NA			NA		03/23/2000	
				To:	Dead End											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(661)	0.13	160	R	From:	Dead End					NA			NA			03/23/2000
				To:	US 220											
(662)	0.12	90	R	From:	SR 39					NA			NA			03/24/2003
				To:	08-675											
(662)	0.10	20	R	From:	08-675					NA			NA			03/24/2003
				To:	Dead End											
(663)	0.85	10	R	From:	08-678					NA			NA			03/17/2003
				To:	Dead End											
(664)	0.33	30	R	From:	SR 42					NA			NA			03/17/2003
				To:	Dead End											
(665)	0.05	9	R	From:	08-633					NA			NA			03/02/2000
				To:	08-637											
(665)	0.25	80	R	From:	08-637					NA			NA			03/24/2003
				To:	Dead End											
(666)	0.10	20	R	From:	Dead End					NA			NA			03/02/2000
				To:	0.10 ME Dead End											
(666)	0.20	530	R	From:	0.10 ME Dead End					NA			NA			03/02/2000
				To:	08-668											
(666)	0.22	210	R	From:	08-668					NA			NA			03/24/2003
				To:	08-633											
(667)	0.16	50	R	From:	08-666					NA			NA			03/17/2003
				To:	08-633											
(668)	0.10	420	R	From:	08-666					NA			NA			03/17/2003
				To:	08-633											
(669)	0.15	170	R	From:	Dead End					NA			NA			03/27/2003
				To:	US 220											
(670)	0.16	60	R	From:	Dead End					NA			NA			03/24/2003
				To:	08-609											
(671)	0.09	20	R	From:	08-633					NA			NA			03/02/2000
				To:	Dead End											
(672)	0.36	40	R	From:	Dead End					NA			NA			03/24/2003
				To:	08-614											
(673)	0.23	40	R	From:	SR 39					NA			NA			03/24/2003
				To:	08-662											
(674)	0.09	80	R	From:	08-644					NA			NA			03/23/2000
				To:	Dead End											
(675)	0.39	70	R	From:	08-662					NA			NA			03/13/2000
				To:	08-620											
(676)	0.35	30	R	From:	SR 39 WEST					NA			NA			03/27/2003
				To:	SR 39 EAST											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail								
Bath County																	
677	0.09	40	R	From:	Dead End					NA			NA		03/24/2003		
				To:	US 220												
678	1.48	240	R	From:	SR 39					NA			NA		03/17/2003		
				To:	08-663												
678	4.78	200	R	From:						NA			NA		03/09/2000		
678	0.94	170	F	From:	92%	1%	3%	3%	1%	0%	C	0.16	F	0.692	170	F	2003
				To:	0.94 M FRM 08-629												
678	4.20	130	R	From:						NA			NA		03/17/2003		
678	2.26	220	R	From:	08-625					NA			NA		03/09/2000		
				To:	08-627												
678	3.65	200	R	From:						NA			NA		03/17/2003		
678	0.45	120	R	From:	08-614 NORTH					NA			NA		03/06/2000		
				To:	Highland County Line												
679	0.09	20	R	From:	08-687 WEST					NA			NA		03/16/2000		
				To:	08-701												
679	0.03	80	R	From:						NA			NA		03/16/2000		
679	0.03	40	R	From:	08-687 MID					NA			NA		03/24/2003		
				To:	08-687 EAST												
680	0.73	130	R	From:	US 220					NA			NA		03/13/2000		
				To:	Dead End												
681	0.21	45	R	From:	08-647					NA			NA		03/27/2003		
				To:	Dead End												
682	0.30	1000	R	From:	Dead End					NA			NA		03/24/2003		
				To:	US 220												
683	1.80	20	R	From:	08-629					NA			NA		03/17/2003		
				To:	SR 39												
684	0.30	170	R	From:	Dead End					NA			NA		03/16/2000		
				To:	US 220												
685	0.25	220	R	From:	Dead End					NA			NA		03/23/2000		
				To:	US 220												
685	0.08	60	R	From:						NA			NA		03/27/2003		
				To:	08-613												
686	0.08	20	R	From:	Dead End					NA			NA		03/24/2003		
				To:	SR 39												
687	5.68	930	F	From:	Alleghany County Line					F	0.104	F	0.691	960	F	2003	
				To:	08-615												
687	2.04	330	F	From:	97%	1%	1%	1%	0%	0%	F	0.104	F	0.514	340	F	2003
			To:	08-618													

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
687	3.71	440	F	From:	08-618				C	0.101	F	0.652	450	F	2003	
				To:	SR 39											
688	0.39	20	R	From:	SR 39 WEST					NA			NA		03/06/2000	
				To:	SR 39 EAST											
689	0.15	70	R	From:	08-633					NA			NA		03/02/2000	
				To:	SR 39; SR 42											
690	0.11	40	R	From:	SR 39					NA			NA		03/06/2000	
				To:	08-678											
691	0.10	30	R	From:	Dead End					NA			NA		03/17/2003	
				To:	0.10 MN Dead End											
691	0.15	40	R	From:						NA			NA		03/02/2000	
				To:	08-637											
692	0.09	840	F	From:	SR 39 WEST				C	0.110	F	0.652	870	F	2003	
				To:	08-645											
692	0.26	190	R	From:						0.107	F	0.579	NA		04/03/2003	
				To:	SR 39 EAST											
693	1.19	80	R	From:	08-687					NA			NA		03/27/2003	
				To:	Dead End											
694	2.45	60	R	From:	Dead End					NA			NA		09/14/2000	
				To:	Highland County Line											
Highland County																
694	0.10	60	N	From:	Highland County Line					NA			NA		09/14/2000	
				To:	08-607											
Bath County																
696	0.31	200	R	From:	Dead End					NA			NA		03/27/2003	
				To:	08-611											
697	0.15	80	R	From:	08-696					NA			NA		03/23/2000	
				To:	08-611											
698	0.12	170	R	From:	08-633					NA			NA		03/02/2000	
				To:	08-635											
699	0.12	170	R	From:	08-700					NA			NA		03/27/2003	
				To:	US 220											
700	0.18	120	R	From:	Dead End					NA			NA		03/16/2000	
				To:	08-699											
701	0.09	90	R	From:	Dead End					NA			NA		03/24/2003	
				To:	08-679											
702	0.09	100	R	From:	08-687					NA			NA		03/16/2000	
				To:	Dead End											
703	4.96	70	R	From:	Alleghany County Line					NA			NA		03/27/2003	
				To:	Dead End											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
704	0.12	20	R	From:	Dead End						NA			NA		03/02/2000
				To:	0.12 MN Dead End											
704	0.08	20	R	From:							NA			NA		03/02/2000
				To:	08-637											
705	0.30	140	R	From:	08-600						NA			NA		03/24/2003
				To:	Dead End											
706	0.17	20	R	From:	Dead End						NA			NA		03/27/2003
				To:	08-696											
707	0.04	200	R	From:	08-637						NA			NA		03/17/2003
				To:	08-633											
708	0.10	140	R	From:	Cul-de-Sac						NA			NA		03/27/2003
				To:	08-611											
710	0.35	120	R	From:	08-635						NA			NA		03/02/2000
				To:	Dead End											
711	0.30	49	R	From:	Dead End						NA			NA		03/17/2003
				To:	08-633											
714	0.20	120	R	From:	US 220						NA			NA		03/16/2000
				To:	Dead End											
724	0.10	90	R	From:	Dead End						NA			NA		03/27/2003
				To:	08-684											
1001	3.77	190	R	From:	Dead End						NA			NA		04/03/2003
				To:	Douthat State Park											
9584	0.17	470	R	From:	08-682						NA			NA		03/16/2000
				To:	New Valley High Sch											
9930	0.20	750	R	From:	SR 220						NA			NA		03/27/2003
				To:	Valley Elem School											